

7 Transportation

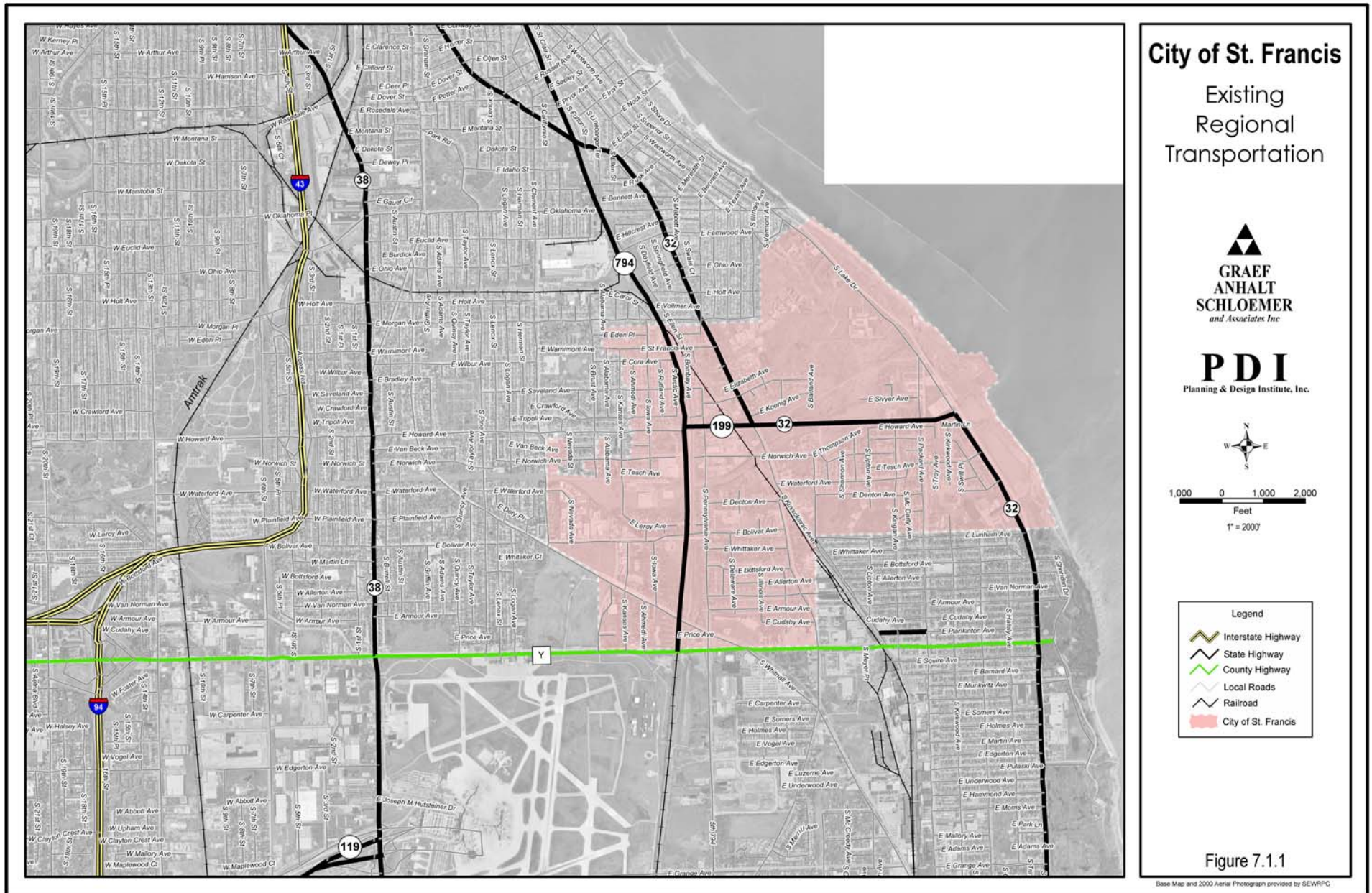
The transportation component of the Smart Growth Plan looks at the existing multi-modal transportation systems available on both the local and regional level to the community. It ties together the various destinations within and around the community between the home, work, recreational, and shopping excursions. A complete transportation system provides access to all individuals within the community. The transportation plan also needs to establish links between new and redeveloped areas under the Land Use Plan with the rest of the community. The development of the Transportation Plan requires community input into what needs to be addressed now and in the future within the city.

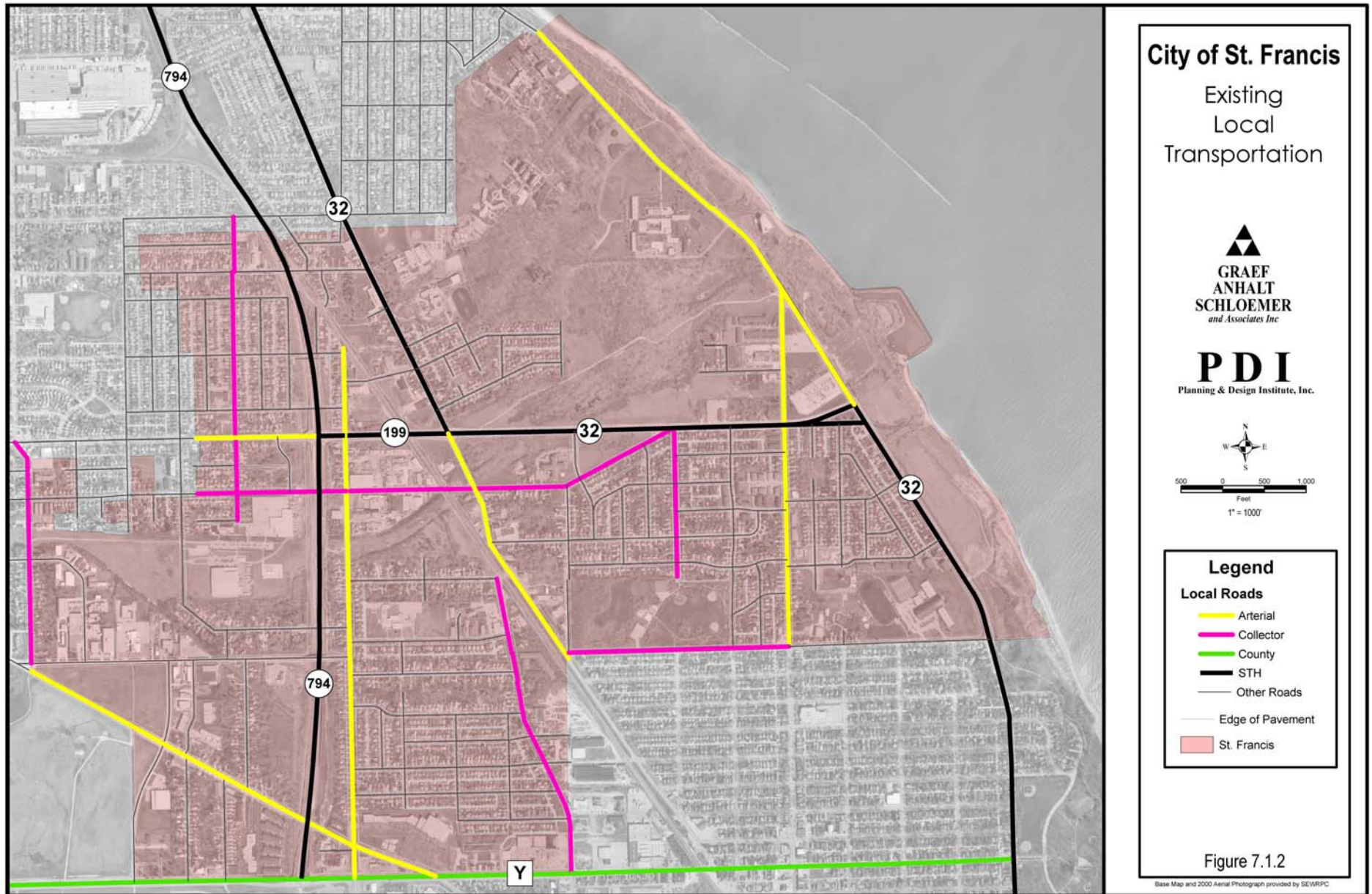
7.1 Inventory and Analysis

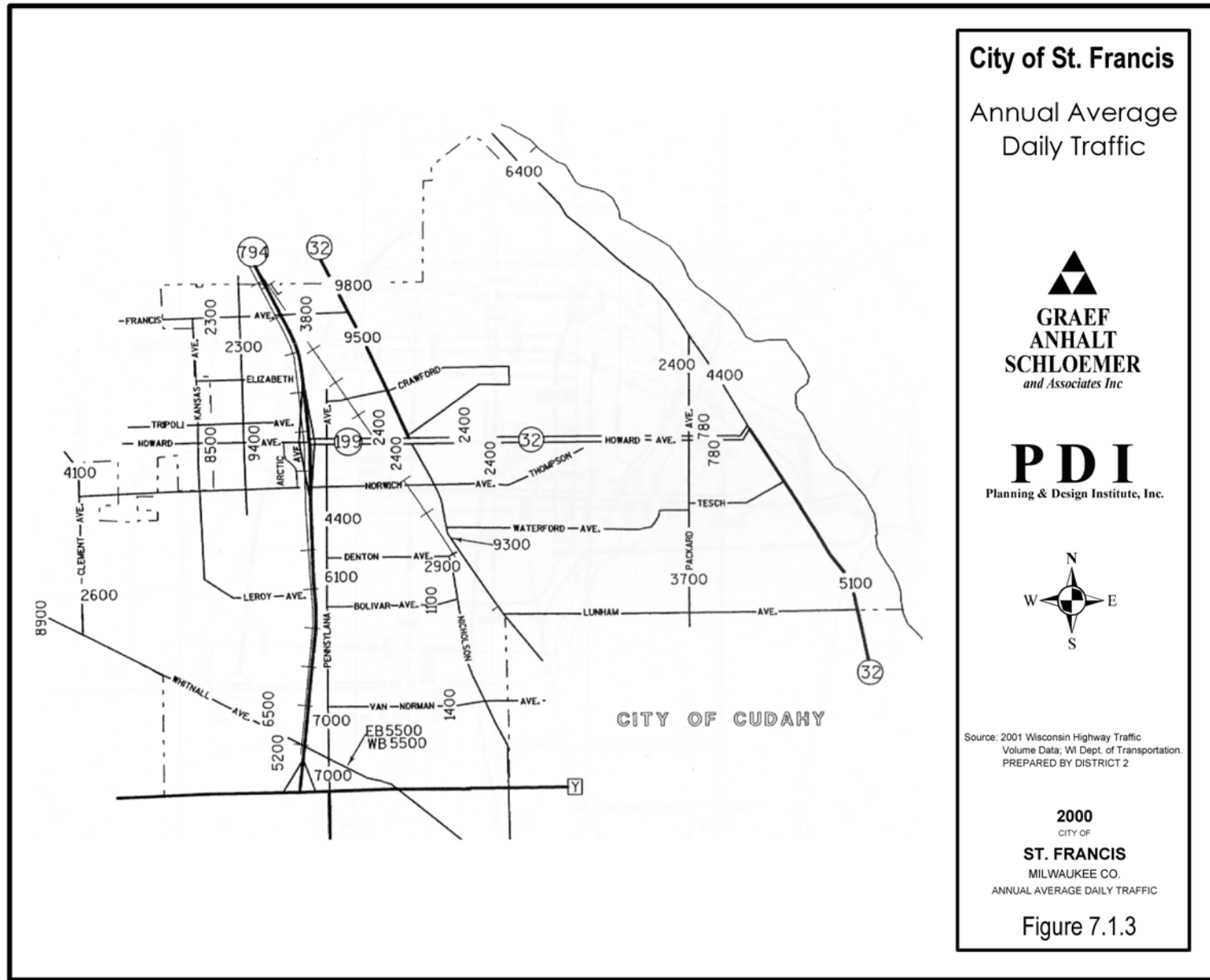
This section identifies the existing transportation systems within and surrounding the City of St. Francis.

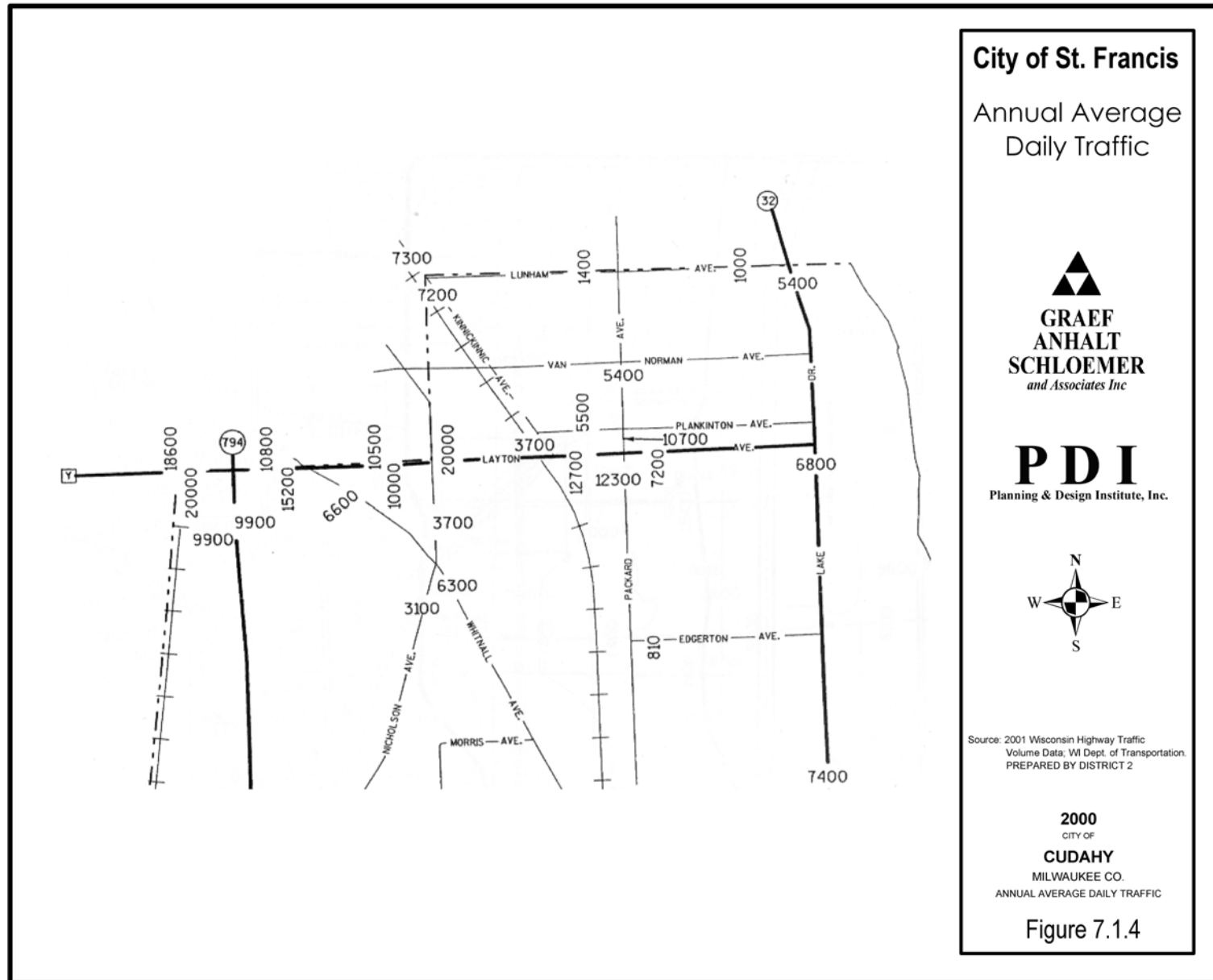
Regional Roadway Network includes STH-794, STH 32, and CTH Y within the city limits. Freeway access is also provided through I-94 to the west of the City. The regional transportation system is shown on Exhibit 7.1.1. STH-794 currently ends at Layton Avenue, creating congestion at the interchange and within the adjacent developments and intersections.

Local Roadway Network is shown on Exhibit 7.1.2. The arterials traverse the community well and provide access to the lakefront as well as employment and recreational destinations outside the city limits. The most recent Annual Average Daily Traffic (AADT) volumes are shown on Exhibit 7.1.3 and Exhibit 7.1.4. The existing capacity of the roadway (number of lanes) is generally adequate with segments on Kinnickinnic Avenue, and Howard Avenue nearing capacity traffic volumes.



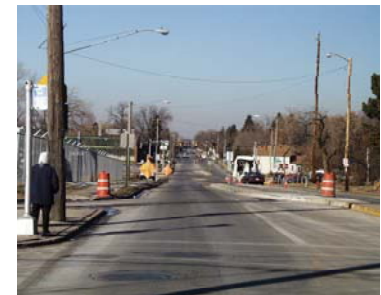
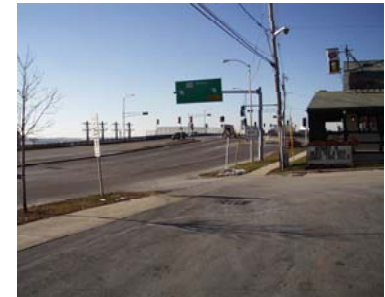






City of St. Francis staff has identified several existing areas of concern.

- The intersection of E. Howard Avenue and Kinnickinnic Avenue experiences long queue lengths and delays. The lack of channelization and turn bays long enough to be effective are the primary problems.
- The area bounded by STH-794, Layton Avenue, Pennsylvania Avenue, and Whitnall Avenue experience several problems with access to the businesses in the area. Access is difficult, at best, and short distances between intersections creating queue lengths that impact each other.
- S. Kinnickinnic Avenue needs to be widened from Howard Avenue to Norwich Avenue.
- S. Kinnickinnic Avenue and St. Francis Avenue at the three schools (Thomas More High School, Deer Creek Elementary School, and Sacred Heart School) is heavily congested during peak travel time for the schools. Intersection geometry severely limits the capacity at peak travel times.



Existing Pedestrian and Bicycle Network

The City of St. Francis has a fairly complete sidewalk network throughout the community that meets the needs of pedestrians. There are pockets of isolated properties that currently do not have sidewalks. The industrial area on the west side generally does not have sidewalk connections to the adjacent transit routes and residential areas.

The bicycle network is very limited through the city. The existing bike path along the lakefront allows access through and between the county parks, but not through the city itself. The existing bikeway is shown on Exhibit 7.1.5. The exhibit also shows the proposed bikeways in the regional 2010 plan prepared by SEWRPC in 1994.

Existing Public Transit

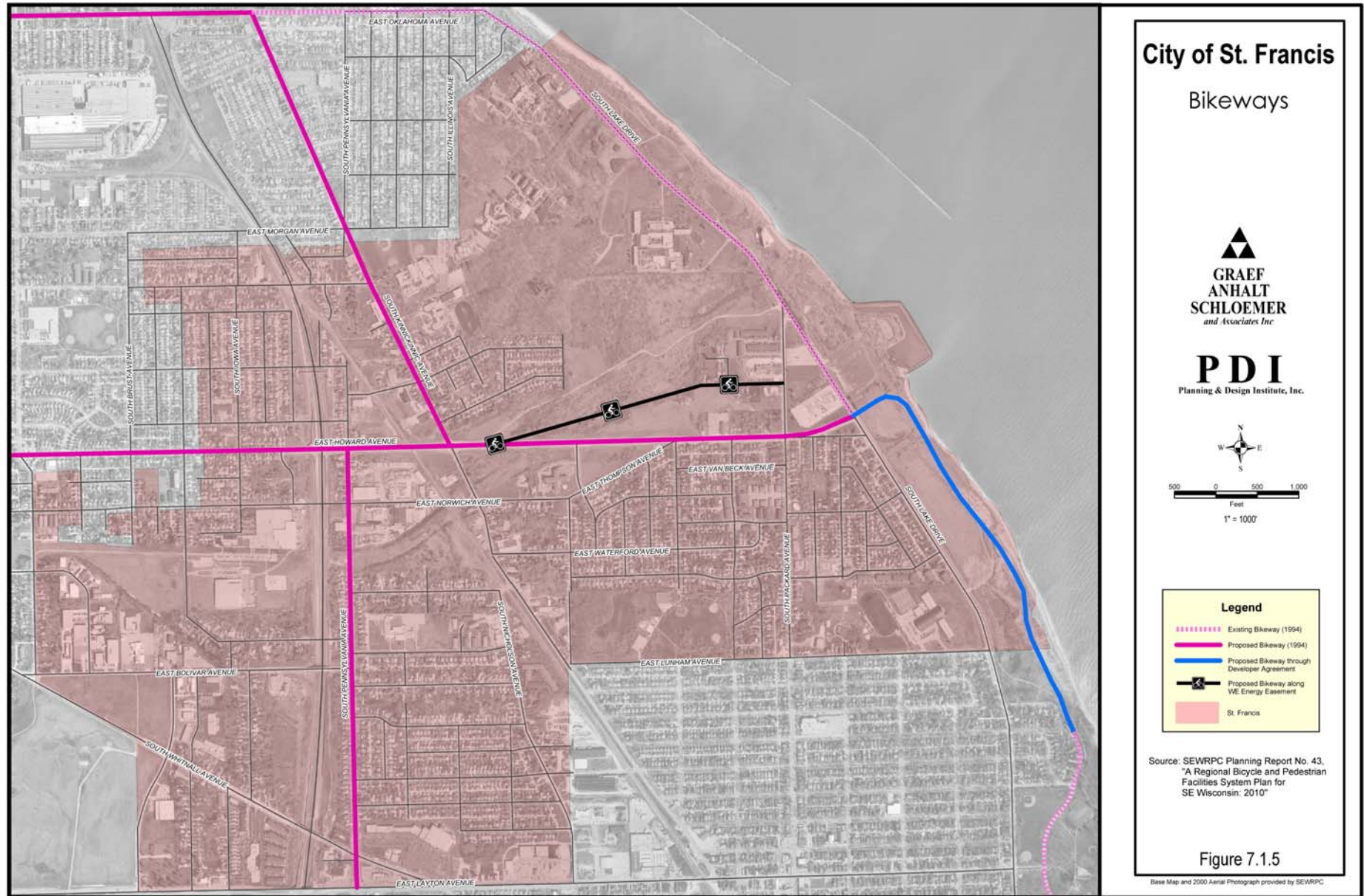
Public transit is provided by Milwaukee County through the City of St. Francis. Milwaukee County has been experiencing budget difficulties that has affected the level of service the city receives. The Exhibit 7.1.6 also shows the existing bus routes.

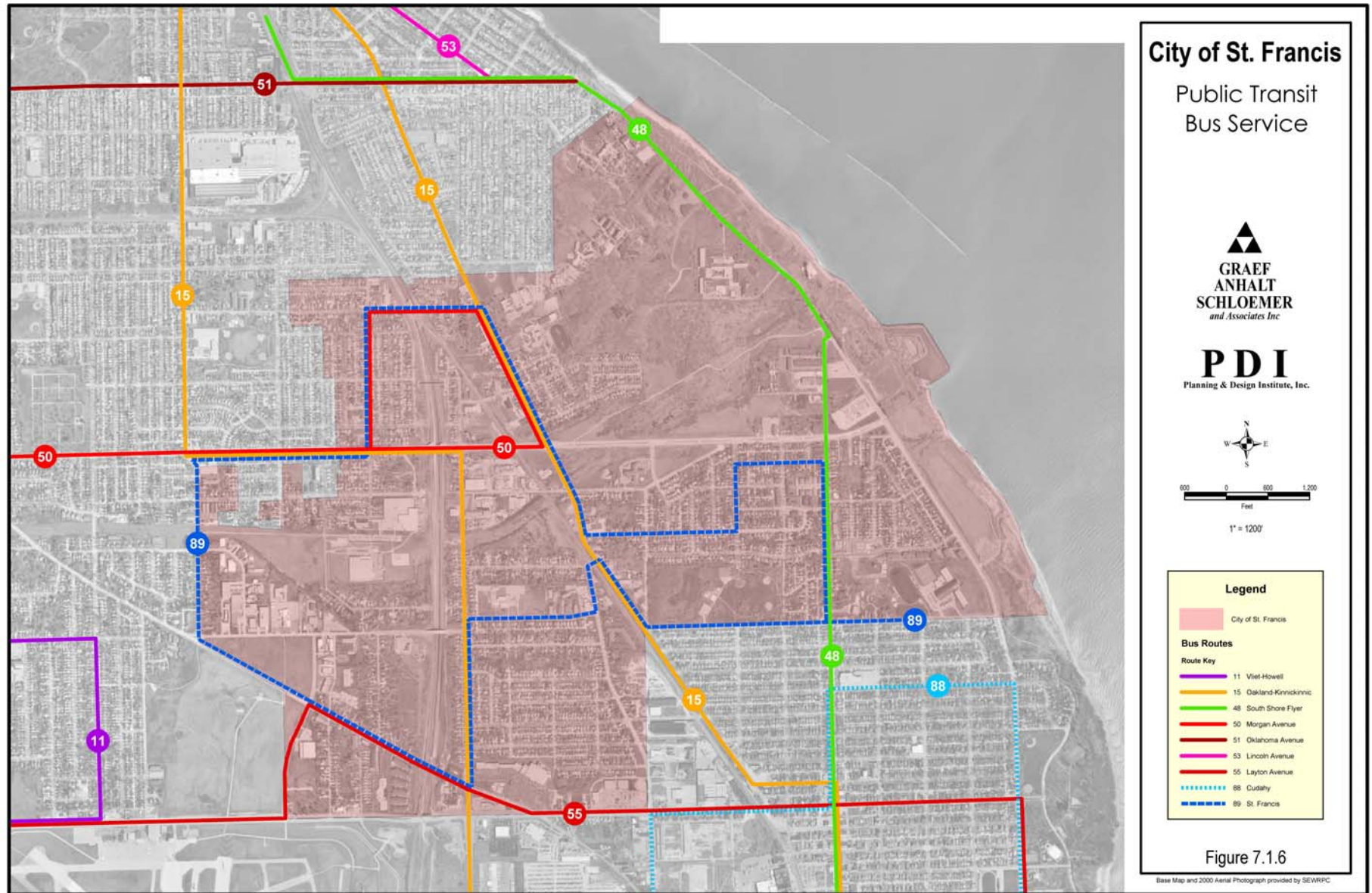
Existing Airport

General Mitchell International Airport is Wisconsin's largest airport and is located at the southwest city limits and in the City of Milwaukee. The City of St. Francis's location provides easy access for travelers and employees at the airport. There are bus transit links in addition to the roadway network available to the airport.

Existing Passenger Rail

Amtrak provides passenger rail service across the country, with the regional station located in downtown Milwaukee.





7.2 Regional Transportation Plans

Southeastern Wisconsin Regional Planning Commission System Plan 2020 – The Lake Parkway (STH-794) extension is scheduled for construction from Layton Avenue to Edgerton Avenue in 2004. The further extension to College Avenue is planned for about 2010. The construction of the extension beyond Layton Avenue will assist in reducing the congestion that currently exists at the interchange and adjacent intersections. There are no additional capacity improvements to the arterial system shown in the 2020 plan for St. Francis.

Commuter Rail – A Commuter Rail line is currently under alternatives analysis study for the eastern communities from Kenosha to Milwaukee. The study is led by SEWRPC under the direction of an advisory committee made up of representatives of the adjacent communities. The Wise Ride Transit Study is completing detailed alternatives analysis and going into a public meeting/hearing phase for input on the study. The anticipated completion date of the study has not been fixed yet, and is awaiting advisory committee direction. The preliminary location of the nearest station is referred to as the Cudahy/St. Francis Station at Barnard Street (approximately two blocks south of Layton Avenue, in Cudahy). Parking lots and public bus transit links are also included in the study to provide the connectivity to the community.

Regional Passenger Rail – Amtrak and the Midwest Corridor Initiative are planning to construct a new train station just offsite from General Mitchell International Airport at S. 6th Street and STH 119 (Airport Spur). This will provide a much closer access point for the City of St. Francis to the national system.

Transit – Public elderly, disabled, and bus transportation for the City of St. Francis is provided by Milwaukee County as a part of the regional system. Transit bus routes do not service the new developments currently under construction or potential development opportunities along Howard Avenue east of Kinnickinnic Avenue and Lake Drive south of Packard Avenue. These are dense developments that should be serviced with public transit.

7.3 Other Elements of Comprehensive Plan

Proposed Land Use – The proposed Land Use can have significant impact to the transportation system. Narrow roadway rights of way can lead to long queues and delays.

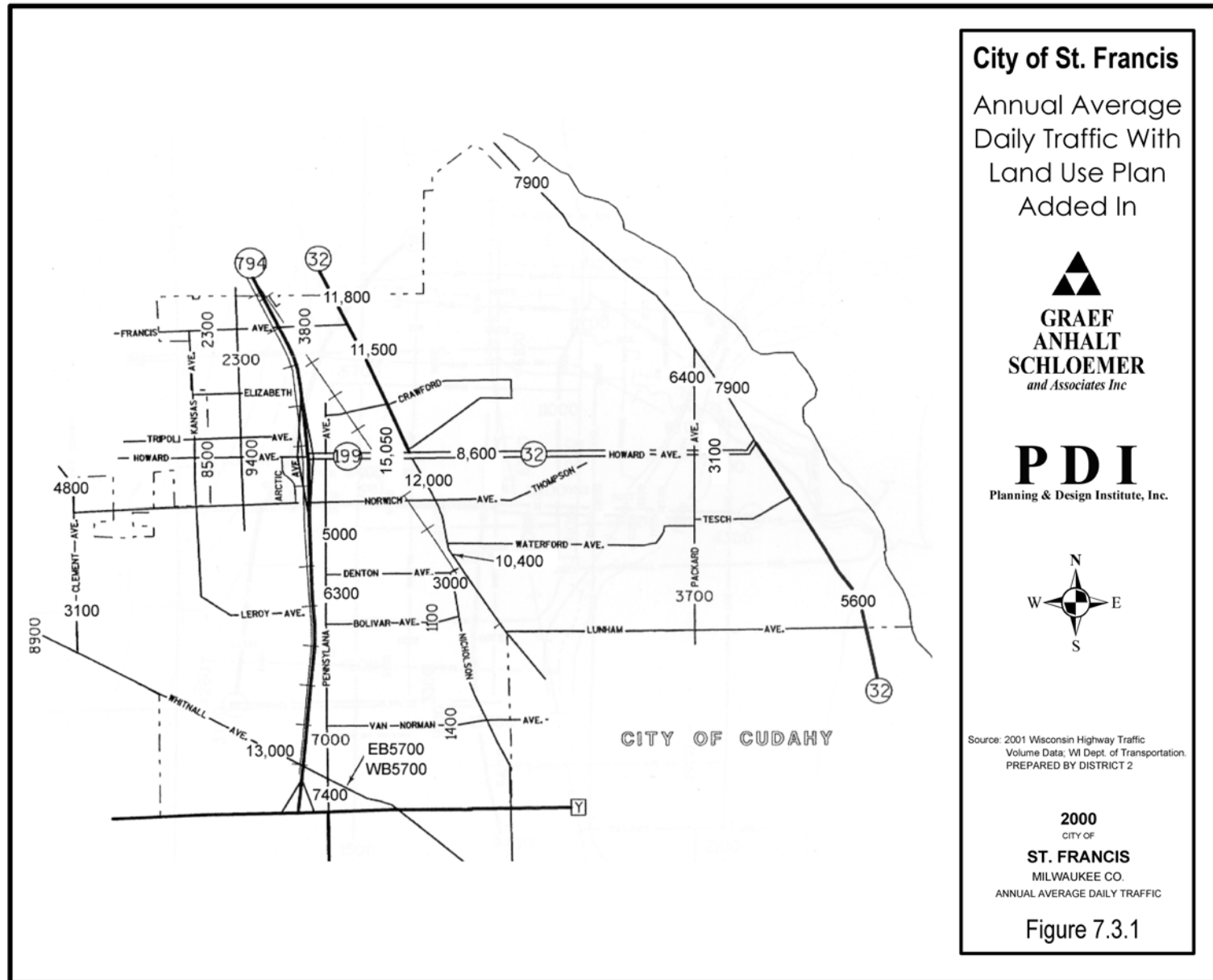
Sixteen major areas of potential development or redevelopment have been identified within the city. There are additional pockets of smaller infill areas that do not generally provide major impacts to the transportation system. Table 7.3.1 shows the estimated Annual Average Daily Traffic (AADT) volumes for each of the sites. The AADT was determined using Institute of Transportation Engineers (ITE) Trip Generation Manual which determines traffic volumes by land use type. The table also shows the roadways adjacent to the site with volume increases.

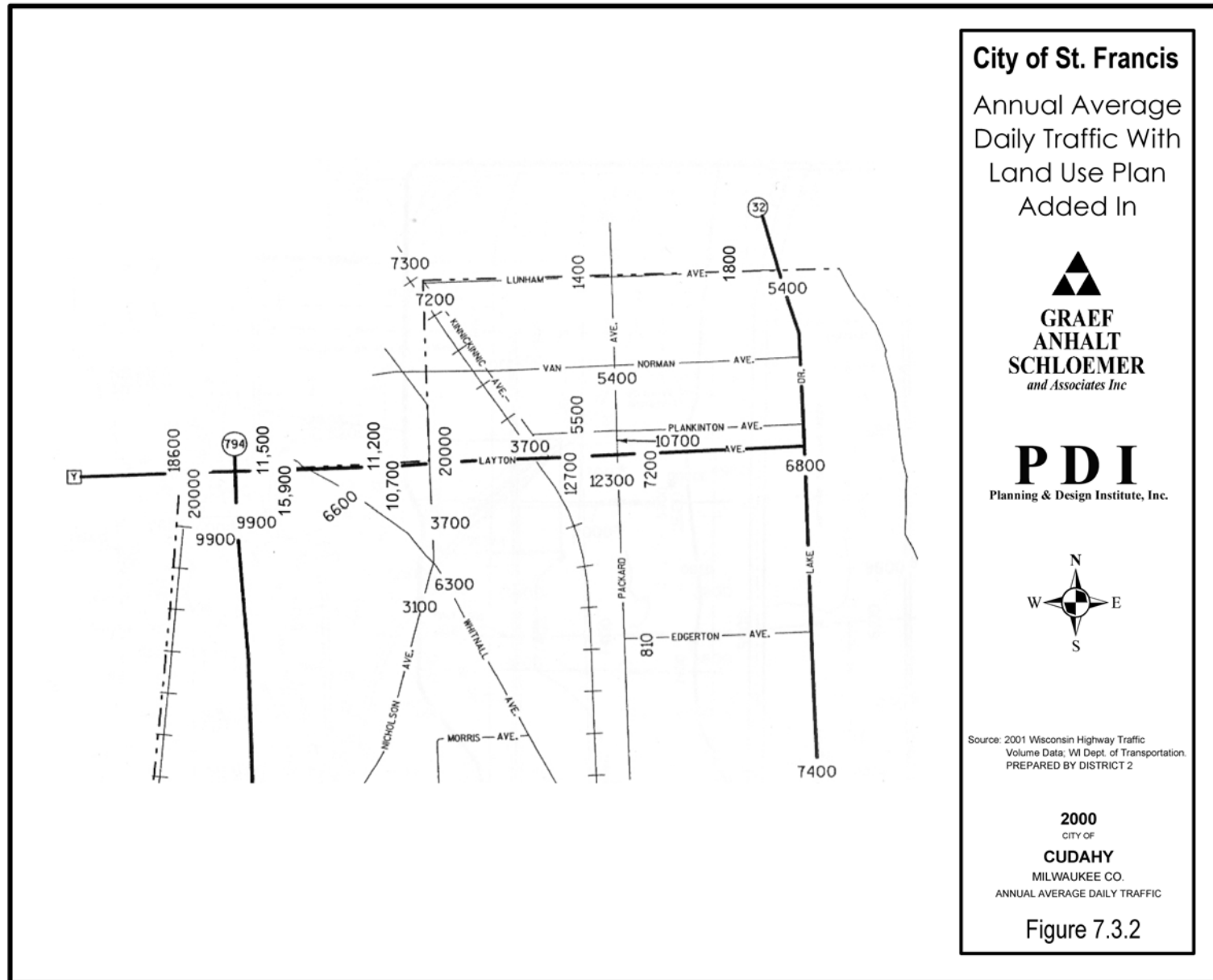
| Parcel | Present Zoning | New Land Use Proposed | Area (acre) | ITE Code | Title | Controlling factor | Calculated ADT* | Affected Roadway |
|--------|--------------------|-----------------------|-------------|----------|-------------------------------|--------------------|-----------------|---|
| 1 | M-1 | B-2 | 2.9 | 320 | Motel | Rooms | 565 | Whitnall Ave |
| 2 | R-1 | R-1/PUD | 0.9 | 232 | Condominium | Units | 300 | Norwich |
| 3 | M-1 | B-2 | 11.5 | 814 | Retail Center | GSF** | 4,050 | 50% Howard 50% Kinnickinnic |
| 4 | M-1 | B-2 | 13.1 | 814 | Retail Center | GSF** | 2,300 | Howard Ave. |
| 5 | R-1, B-1, B-2, M-1 | B-2 | 4.7 | 814 | Retail Center | GSF** | 2,970 | Layton Ave |
| 6 | M-1 | R-1 | 91 | 210 | Single Family | Dwelling units | 1,910 | 75% Howard 25% Packard 25% Lake Drive |
| | | R-1 | 25 | 210 | Single Family | Dwelling units | 525 | 75% Howard 25% Packard |
| 6A | | M-1 | 9 | 110 | Light Industrial with Buffers | GSF** | 1,590 | 75% Clement 25% Kansas |
| 7 | M-2 | B-1 | 11.3 | 814 | Retail Center | GSF** | 7,030 | 50% Lake Dr. 50% Packard 38% Howard Ave |
| 8 | R-1 | R-1 | 1.5 | 210 | Single Family | Dwelling units | 75 | Howard Ave. |
| 9 | M-1 & M-2 | M-1, M-2 | 9.4 | 140 | Manufacturing | GSF** | 635 | Pennsylvania |
| 10 | M-1 | R-1/PUD | 10.4 | 230 | Condominium | Units | 350 | Denton Ave. |
| 11 | M-1, B-1 | B-1, B-2 | 14.1 | 710 | Office | GSF** | 1,020 | 75% Whitnall Ave 25% Bolivar Ave. |
| | | | | 411 | Park | Acre | 20 | Whitnall Ave |
| 12 | I-U | R-1/PUD | 27.7 | 230 | Condominiums | Units | 950 | Lake Dr. |
| 13 | I-U | R-1 | 3.4 | 210 | Single Family | Dwelling Units | 860 | 100% Lunham 60% Lake Dr. |
| 14 | R-1 | R-1 | 0.7 | 210 | Single Family | Dwelling Units | 65 | Kinnickinnic |
| 15 | R-1 | R-1 | 3.5 | 210 | Single Family | Dwelling Units | 190 | Kinnickinnic |
| 16 | R-1, B-2 | R-1/PUD, B-2 | 2.8 | 230 | Condominiums | Units | 760 | Kinnickinnic |

*Average Daily Traffic

**Gross Square Footage

Table 7.3.1 – Annual Average Daily Traffic Projections From Potential Development Areas





The existing roadway network can handle the traffic with some areas of concern. The increase in AADT is shown in Figure 7.3.1 and 7.3.2.

- Kinnickinnic Avenue – from St. Francis Avenue to Waterford Avenue converted to four lanes with turn lanes added at major intersections.
- Howard Avenue from Kansas Avenue to Arctic Avenue converted to four lanes. The volumes do not appear necessary yet, but the merging delays due to the 2 block bottleneck do impact volumes already there.
- Packard Avenue and Lake Drive north of Howard will need to be evaluated as detailed proposals are made at the adjacent sites. Internal roadway systems and specific business types could lead to the need for the existing 2-lane, with parking or 4-lane with turn lanes configuration.

There are elements of system continuity that should be considered in evaluating specific development proposals.

- Crawford Avenue should be linked, through an indirect route to Sivyer Avenue. The major access should be from the parcel at Lipton Avenue extended.
- Layton Avenue from STH 794 to Pennsylvania Avenue. Remove all north side access points and provide access from Whitnall Avenue when the properties redevelop.
- The development of the WE Energy Area 6 allows an opportunity for expansion of the bikeway facilities. WE Energies will retain a 14' easement through the property from S. Lake Drive to E. Howard Avenue. A bike path should be planned to be in the easement. The approximate location is shown on Exhibit 7.1.5.

7.4 Transportation Goals

Transportation goals are developed to meet the needs of the Smart Growth Plan. Multi-modal connectivity between the various destinations within and outside the City of St. Francis allows diverse existing and future development to flourish.

- Maintain and improve arterial capacity to service plan elements.
- Require Traffic Impact Analysis (TIA) for new developments/re-developments to identify public improvement needs due to the proposed development.
- Add on and complete identified bike trails/bikeways through the City.
- Seek and encourage transit service to new residential, commercial, and industrial areas of the City.
- Encourage and support the development of the Wise Ride Commuter Rail service through the City.

7.5 Transportation Implementation Strategies

Implementation strategies are the basic tool used to achieve the goals identified. The implementation strategies here are both specific to identified elements of the plan and general to address future needs.

- Address arterial congestion with engineering study, and construction, as needed, at:
 - Howard Avenue and Kinnickinnic Avenue intersection improvements.
 - Kinnickinnic Avenue and St. Francis Avenue intersection improvements.
 - Kinnickinnic Avenue widening from St. Francis Avenue to Waterford Avenue converted to four lanes as development occurs on the WE Energies properties.

- Howard Avenue from Kansas Avenue to Arctic Avenue converted to four lanes.
- Remove northside access points on Layton Avenue from STH 794 to Pennsylvania Avenue and provide access from Whitnall Avenue.
- Require developers to make public improvements where traffic/transit impacts occur. Impacts are identified in the Traffic Impact Analysis. Specific areas of concern are:
 - Packard Avenue and Lake Drive, north of Howard Avenue have sufficient number of through and turn lanes.
 - Crawford Avenue be indirectly linked to Sivyer Avenue with main access to the parcel(s) from Lipton Avenue extended.
- Complete identified bike trails/paths of the lakefront and through WE Energies properties and along Pennsylvania Avenue from Layton Avenue to Howard Avenue as the parcels develop.
- Work with Milwaukee County Transit System to establish bus service east of Kinnickinnic Avenue on Howard Avenue and on Lake Drive south of Packard Avenue. Update/review transit need on regular 2 to 4 year cycle.
- Police department to monitor speeds on E. Howard Avenue to reduce the potential for accidents at the entrances to STH 794.
- Contact Wisconsin Department of Transportation to review potential blind spot while merging onto STH 794 northbound.
- Work with the City of Cudahy to secure the train station for the future commuter railroad line at Barnard Street (2 blocks south of Layton Avenue).